

FIG. 2A

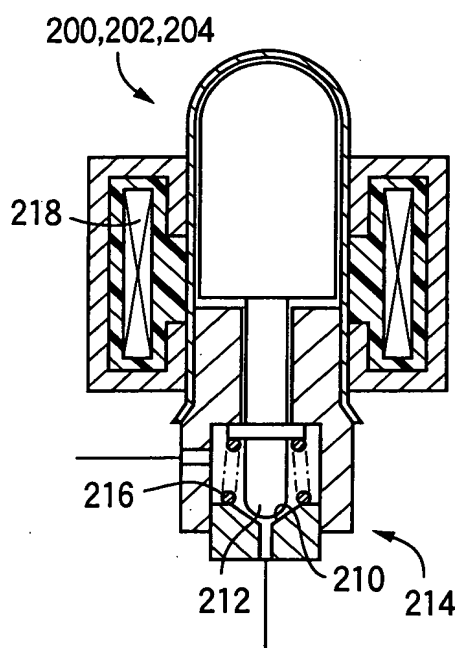
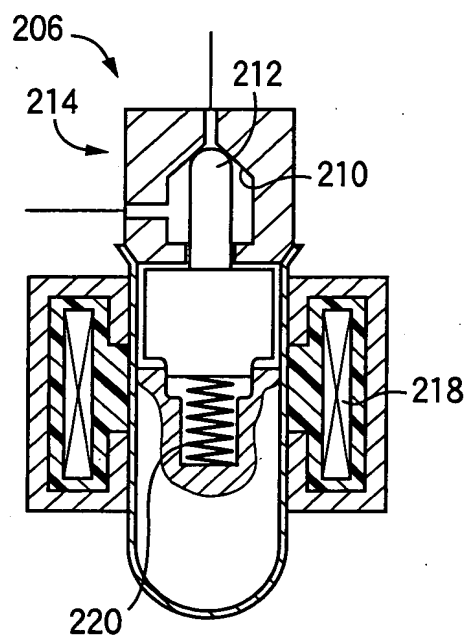


FIG. 2B



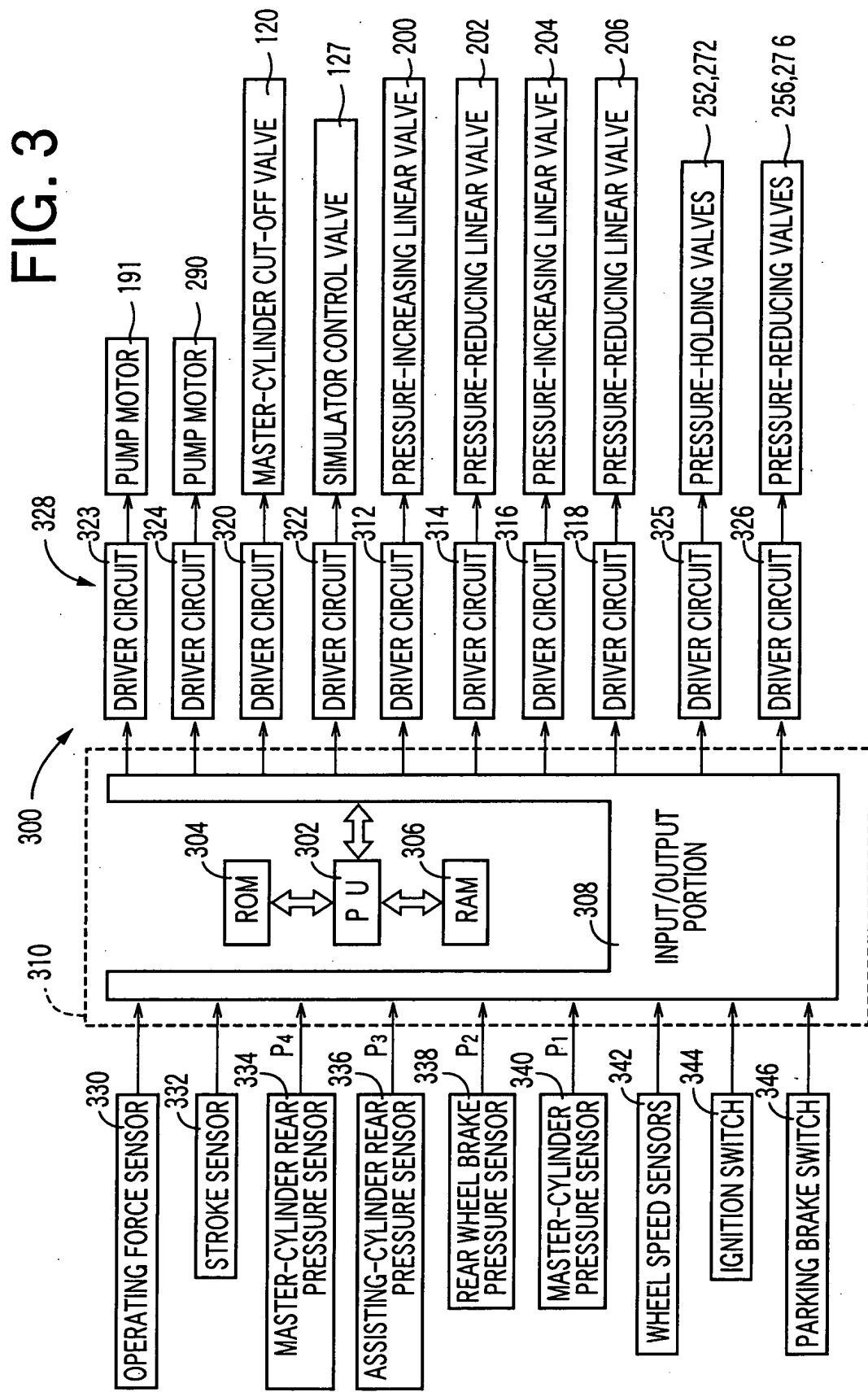


FIG. 4

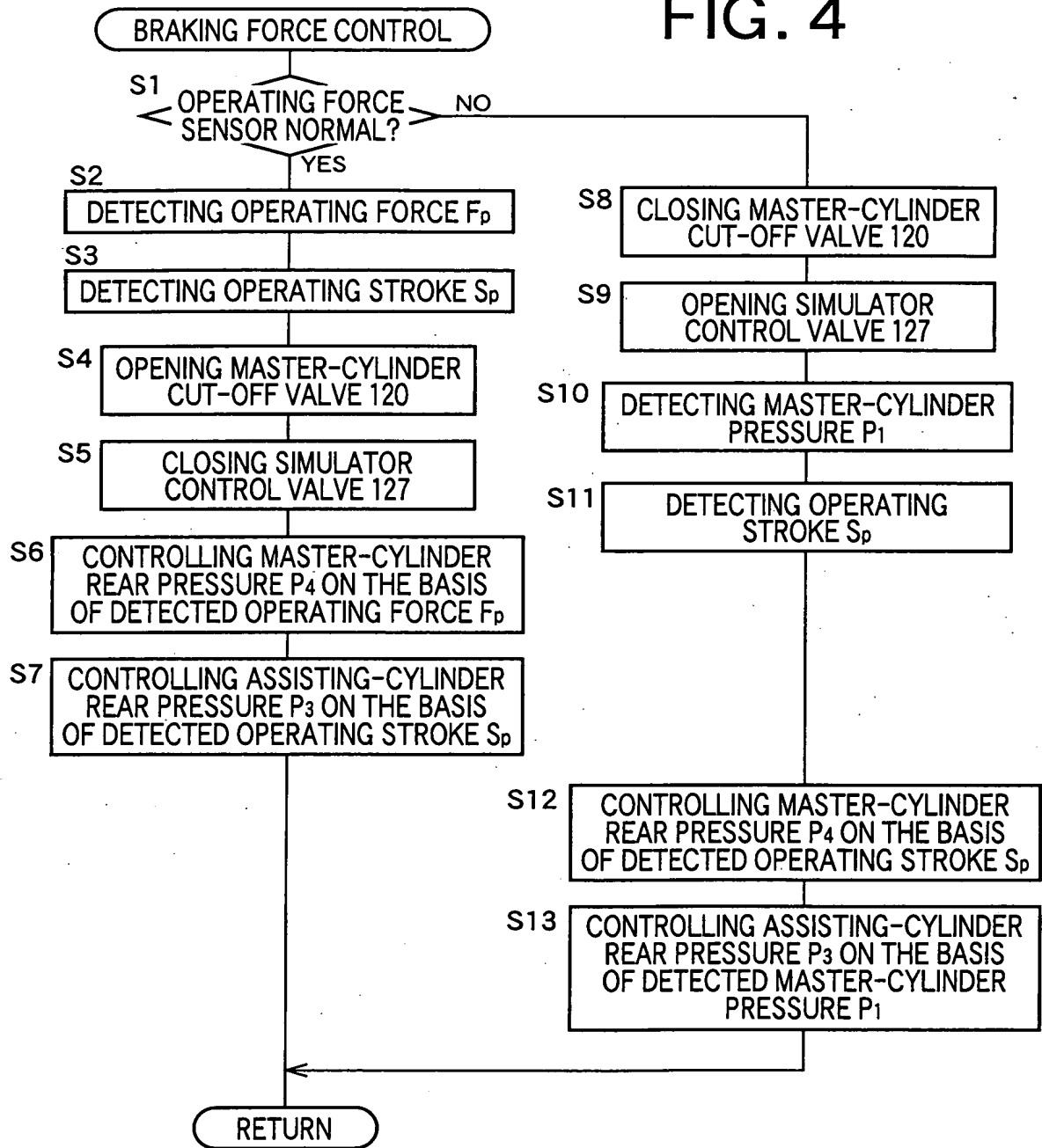


FIG. 5

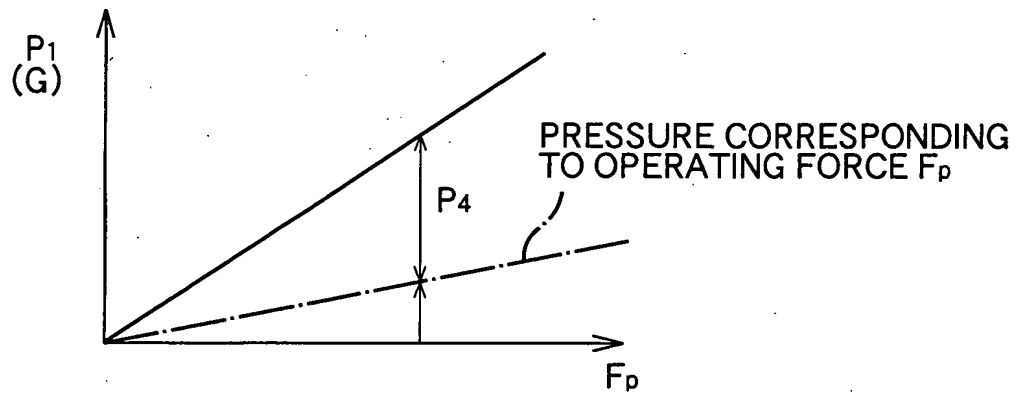


FIG. 6

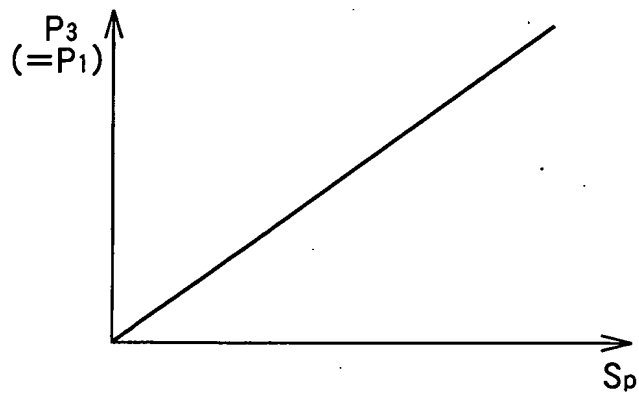


FIG. 7

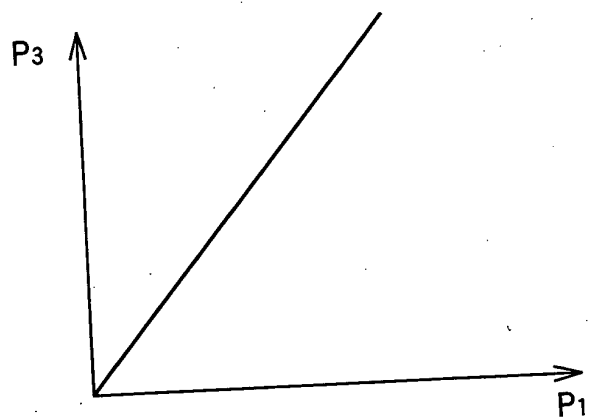


FIG. 8

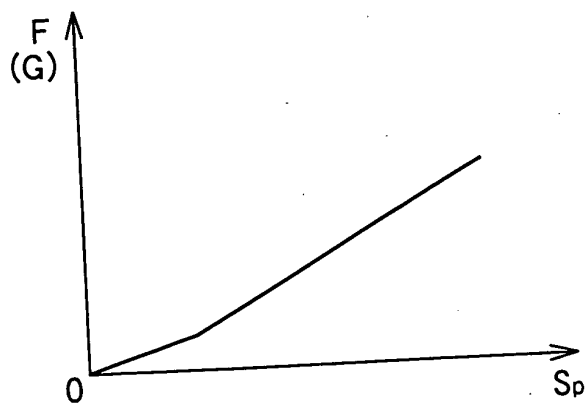


FIG. 9

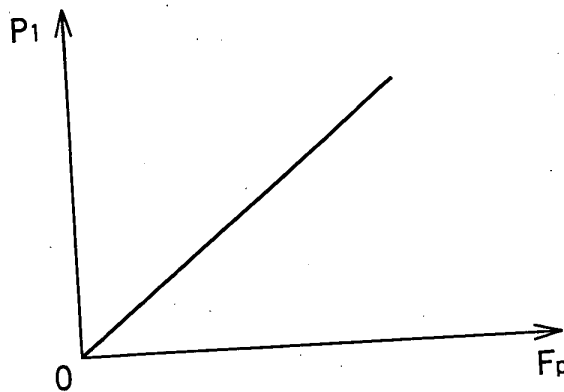


FIG. 10

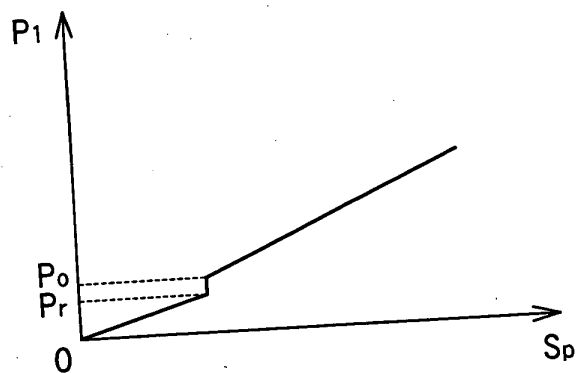


FIG. 11

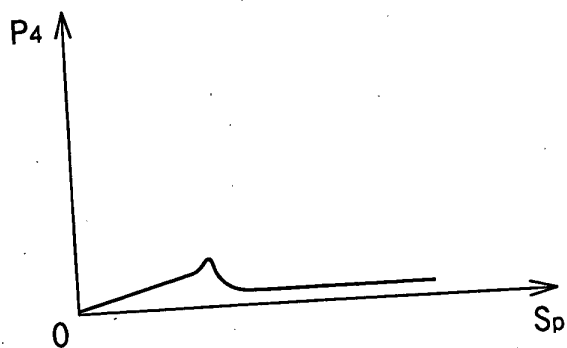


FIG. 12

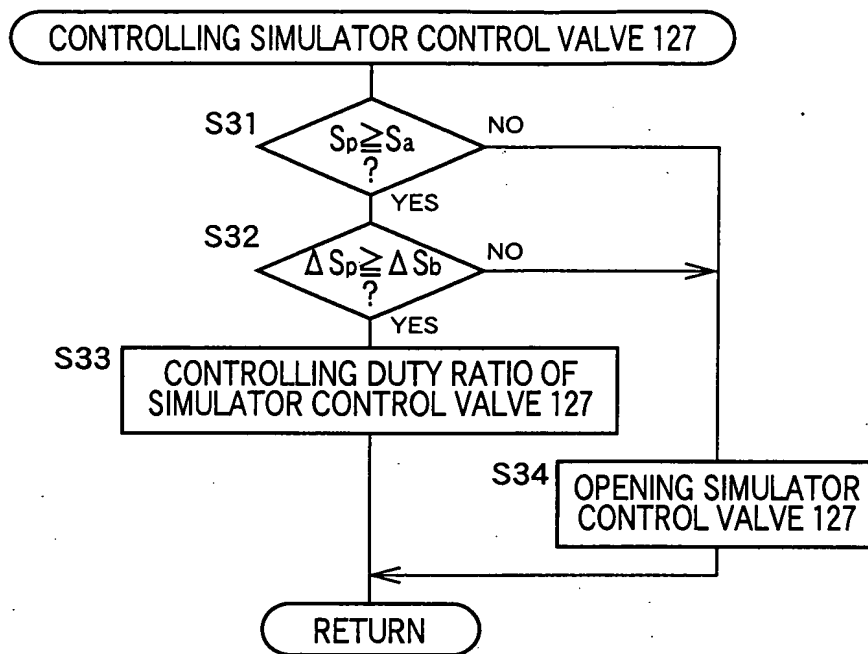


FIG. 13

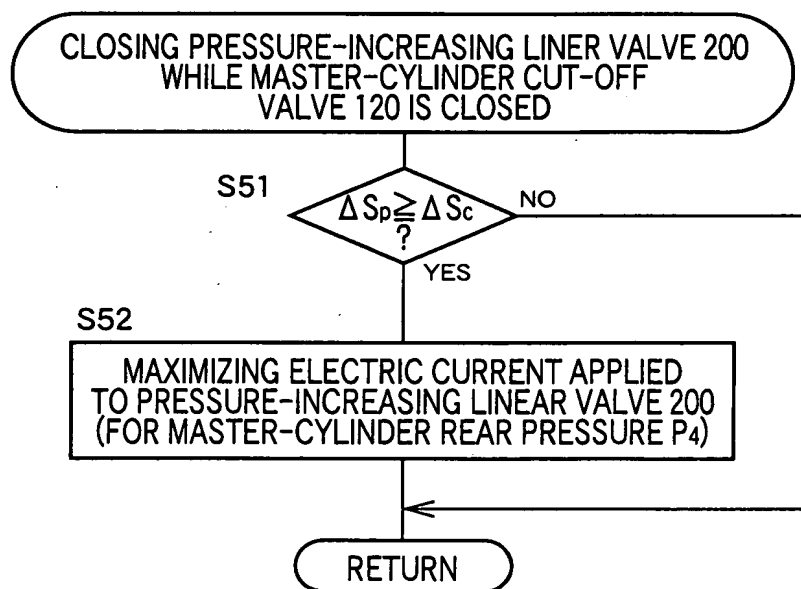


FIG. 14

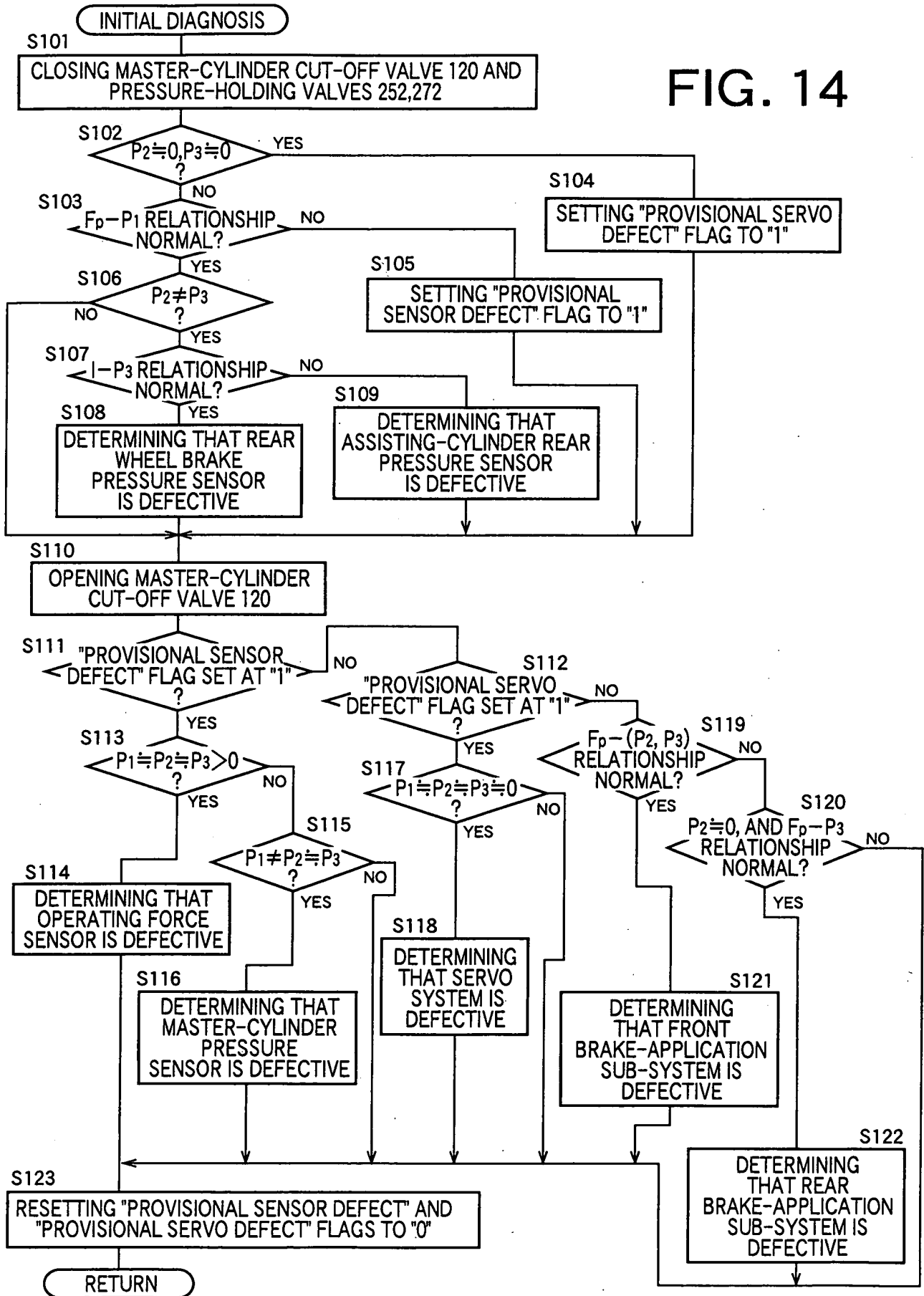


FIG. 15

MASTER-CYLINDER CUT-OFF VALVE 120		ELEMENTS DETERMINED TO BE DEFECTIVE
IN CLOSED STATE	IN OPEN STATE	
$P_2, P_3 \approx 0$	$P_1, P_2, P_3 \approx 0$	DEFECTIVE SERVO SYSTEM
ABNORMAL $F_P \cdot P_1$ RELATIONSHIP	$P_1 = P_2 = P_3$	DEFECTIVE OPERATING- FORCE SENSOR 330
ABNORMAL $F_P \cdot P_1$ RELATIONSHIP	$P_1 \neq P_2 = P_3$	DEFECTIVE MASTER- CYLINDER PRESSURE SENSOR 340
$P_2 \neq P_3$, AND NORMAL $F_P \cdot P_3$ RELATIONSHIP	$(P_1 \neq P_2)$	DEFECTIVE REAR WHEEL BRAKE PRESSURE SENSOR 338
	$P_1 \approx 0$, AND NORMAL $F_P \cdot P_2, P_3$ RELATIONSHIP	DEFECTIVE FRONT SUB- SYSTEM
	$P_2 \approx 0$, AND NORMAL $F_P \cdot P_3$ RELATIONSHIP	DEFECTIVE REAR SUB- SYSTEM

FIG. 16

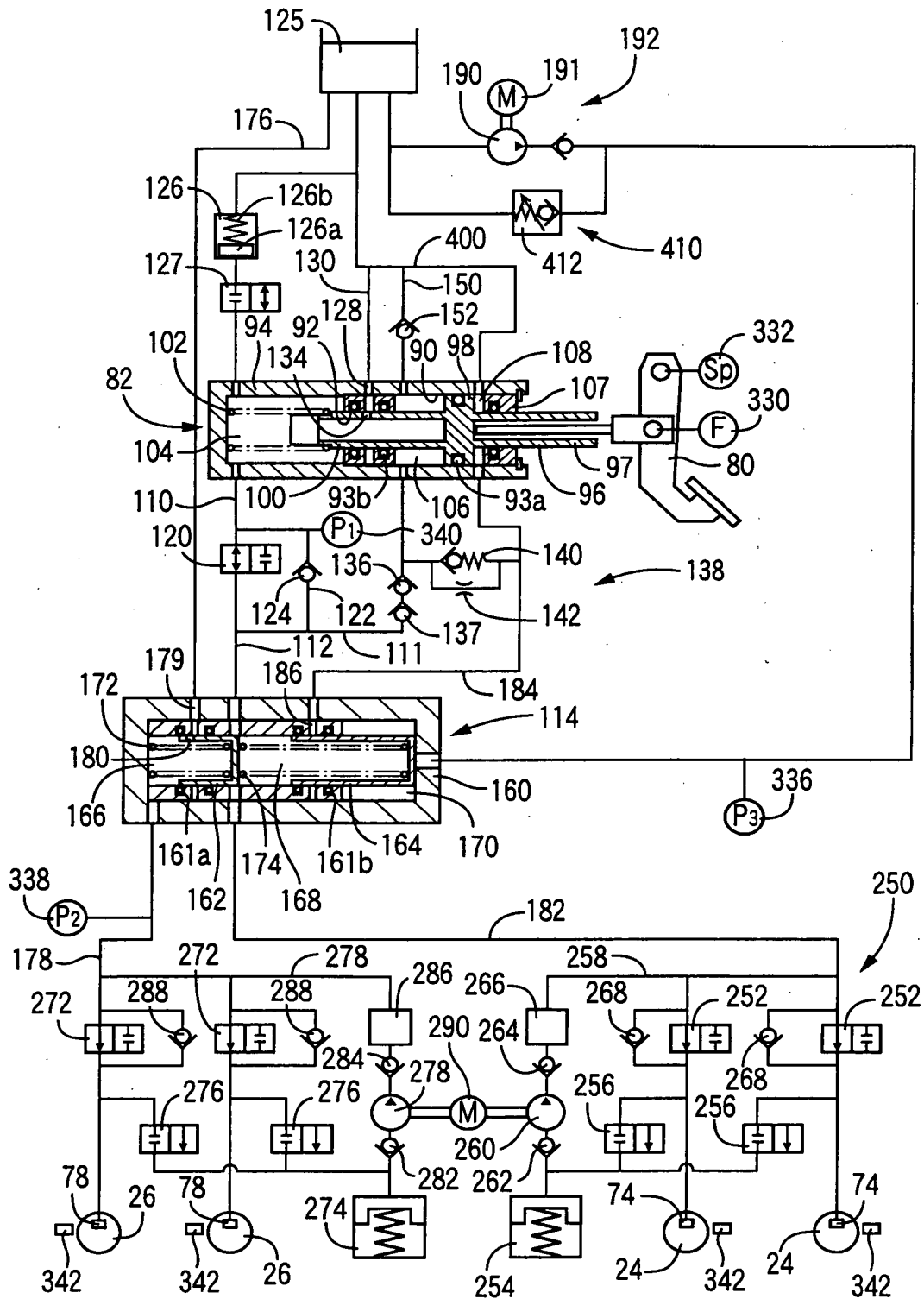


FIG. 18

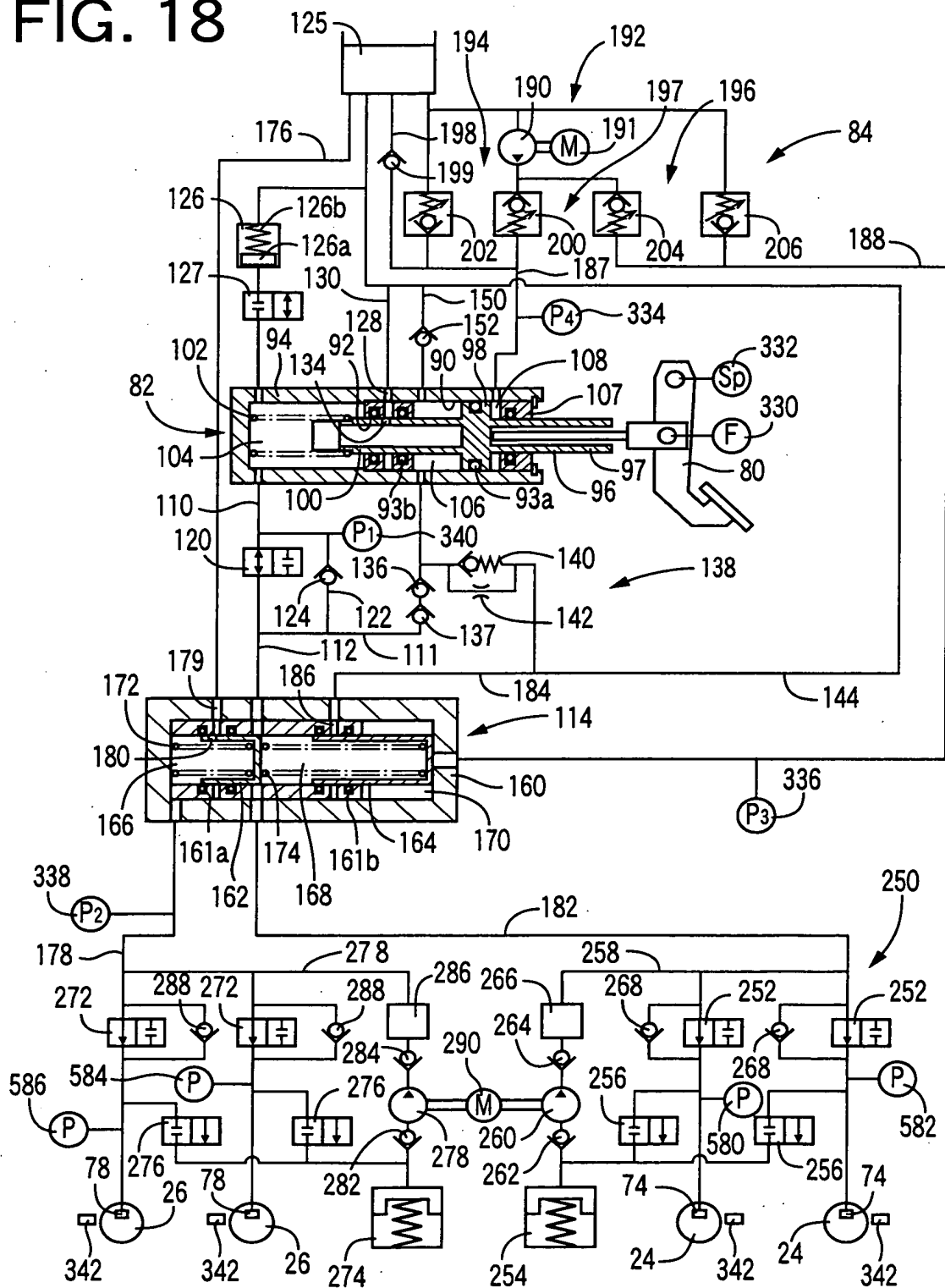


FIG. 19

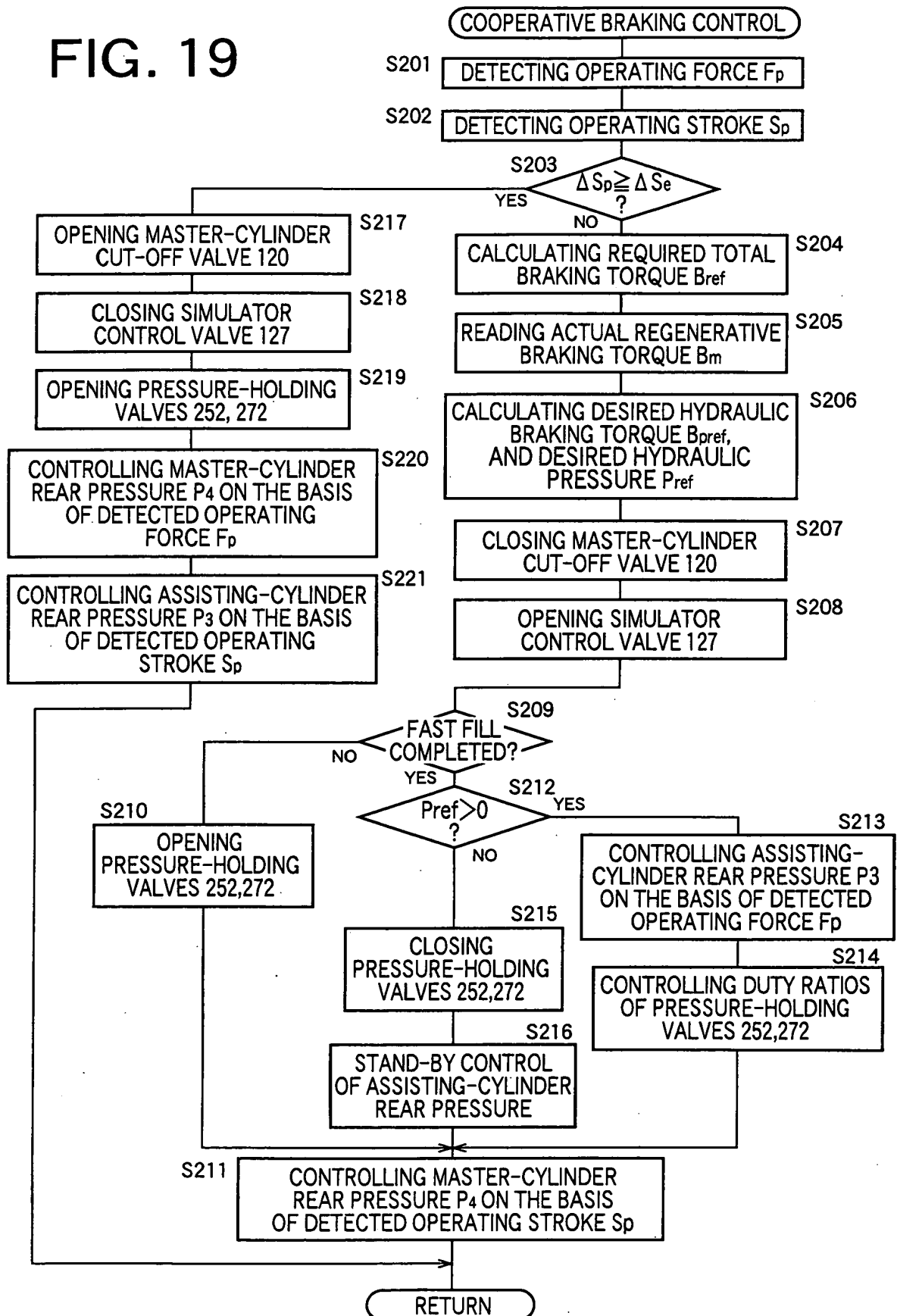
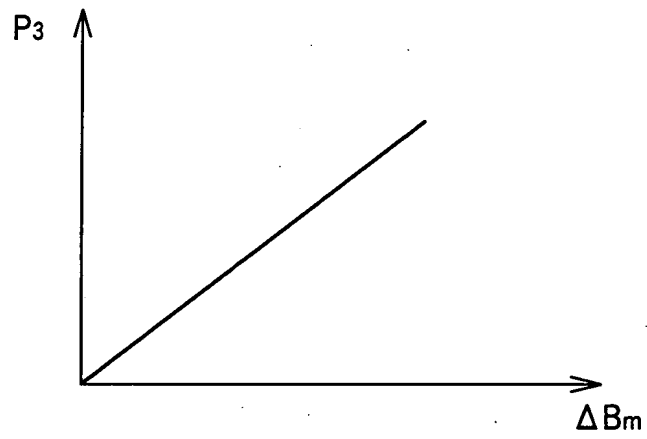


FIG. 20



09237 04420
102140 2923660

FIG. 21

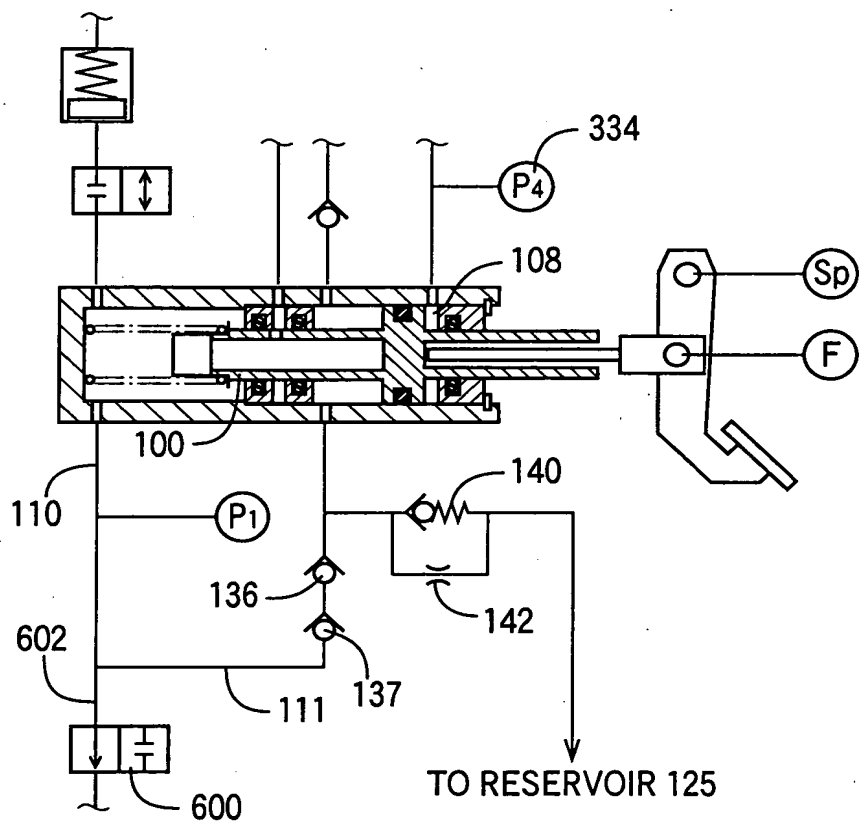


FIG. 22

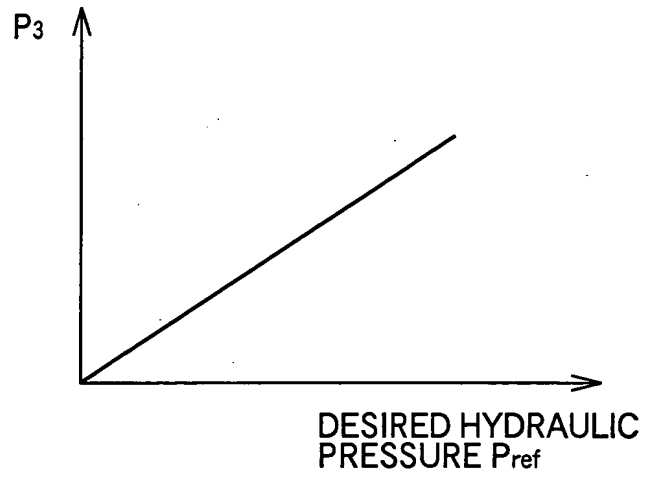


FIG. 23

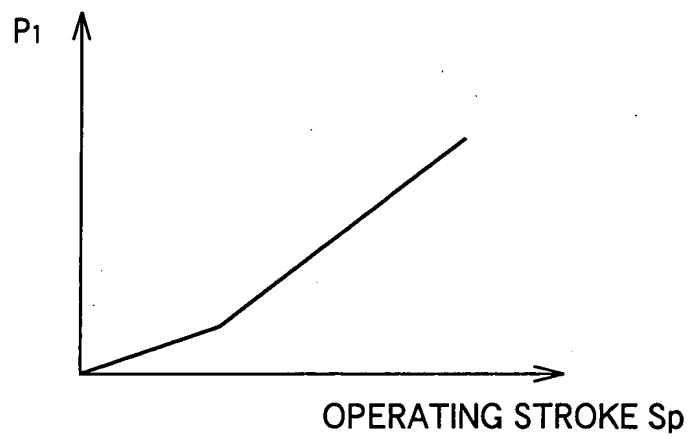


FIG. 24

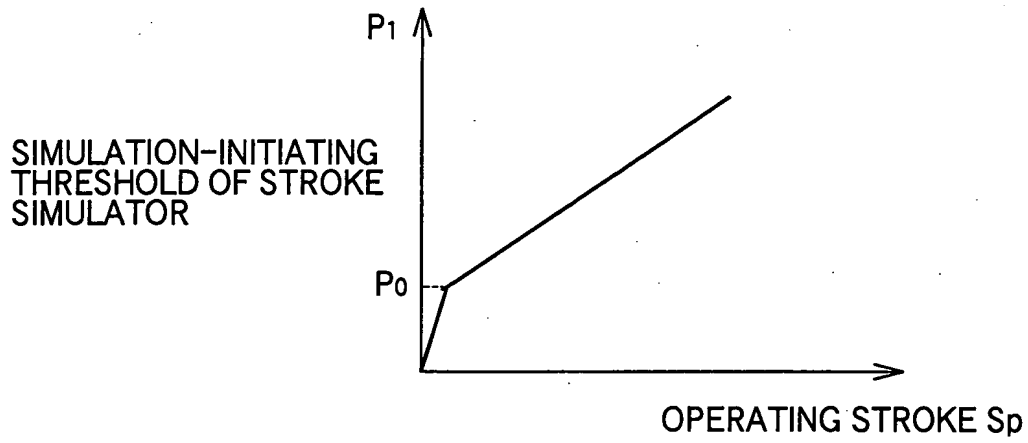


FIG. 25

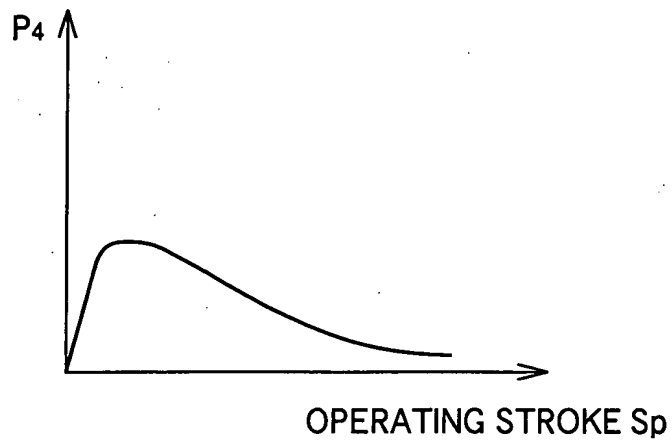


FIG. 26

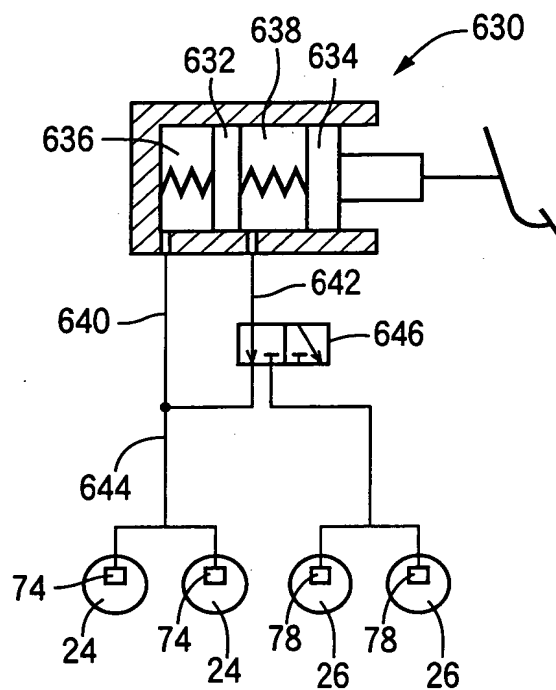


FIG. 26

FIG. 27

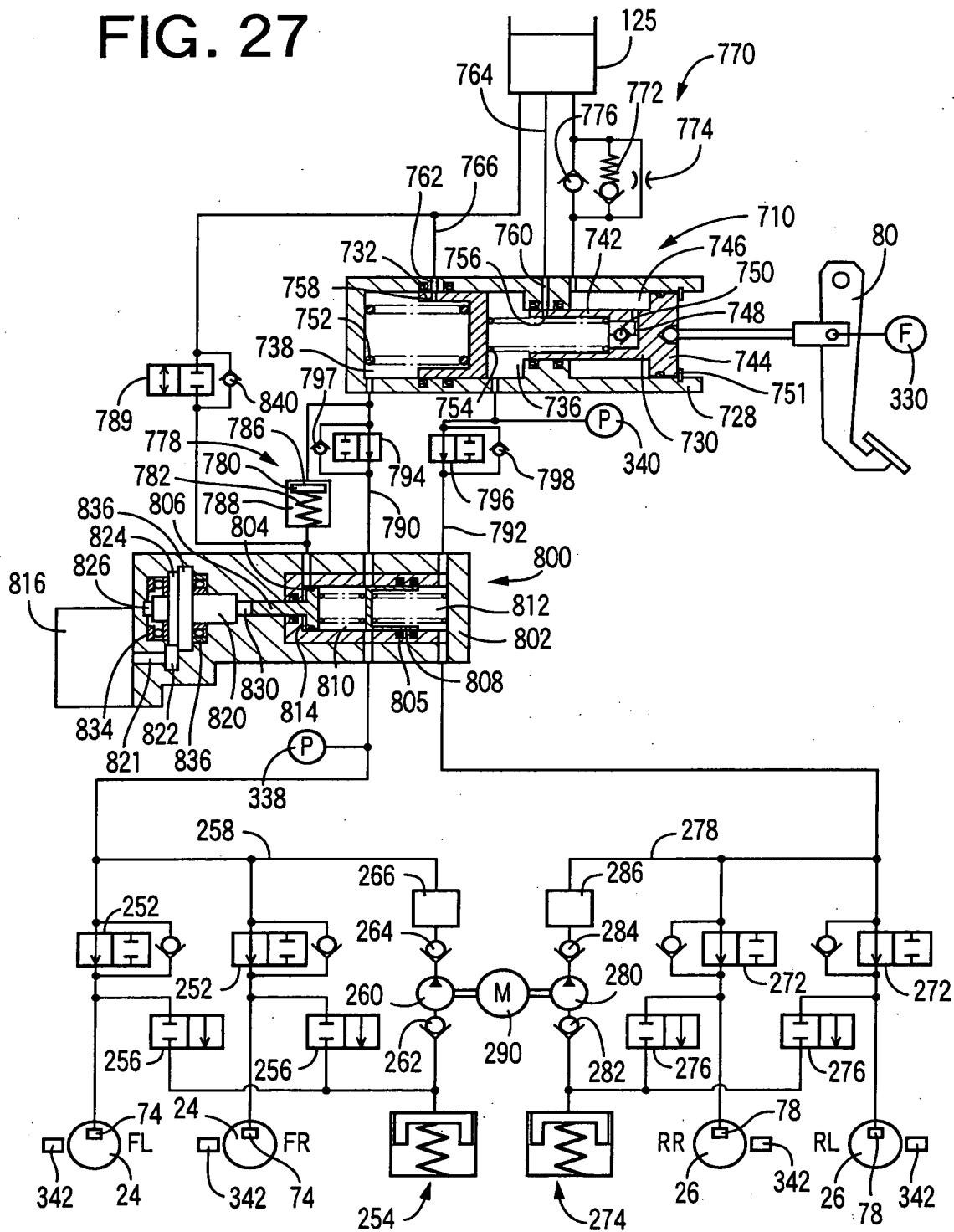


FIG. 28

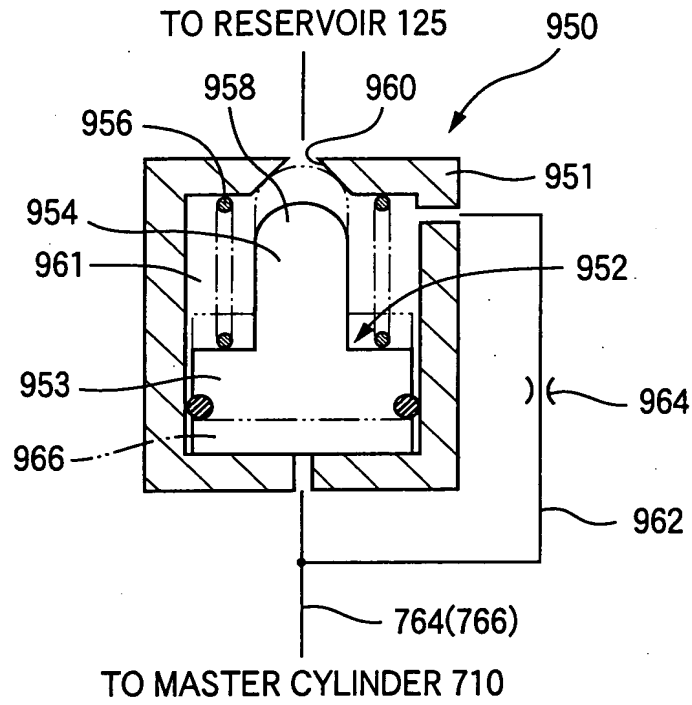


FIG. 28